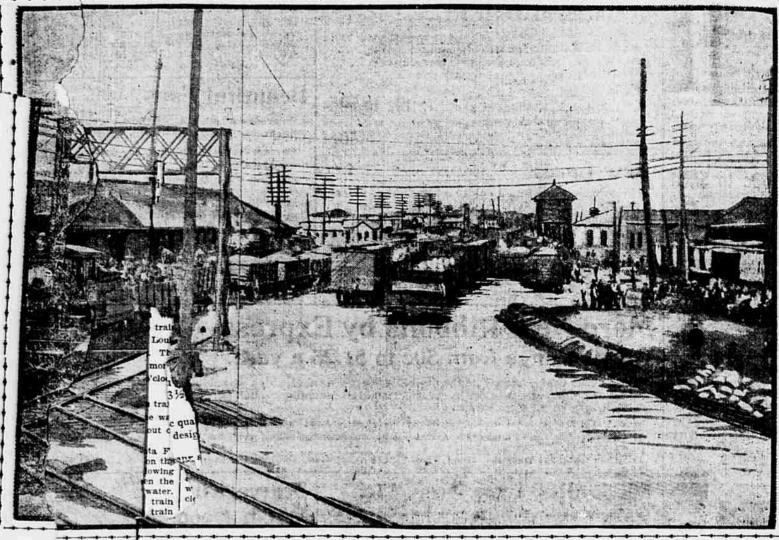
ST. LOUIS, MO., MONDAY, JUNE 8, 1903.

LEADING MERCHANTS'

FIE EN REPORTED DROWNED AT AMERICAN CAR WORKS, MADISON. MISSISSIPPI WILL RISE ONE-HALF FOOT AT ST. LOUIS TO-DAY; EAST SIDE TOWNS ARE SUBMERGED AND RAILROADS TIED UP.



Loking north toward the Relay Depot in East St. Louis late yesterday afternoon

OF TROLLEY PARTY URED NEAR CREVE COEUR.

LIST OF THE INJURED IN STREET-CAR

Mrs. John W. Hartwig, No. 2213 Olive

street, both legs fractured; St John's .

T. A. Ken and leg; St. John's Hos-

♦ ket street, contusico, 1963 North Mar-

street, bruised.

If nead
ter is n
buildin

were the most seriously injured. The had be sitting on the front platform and teamer."

The weeked cars were run to Cre

Lake any placed on a side track.

which had been interfered with

their leps broken.

NOT ENDANGERED BY FLCards White

Heavily Loaded Car, Backing

Crashed Into by Another ag Up to Recover Conductor's Cap, Is ers and Running at K Filled With Sunday Pleasure Seekto St. Louis apid Speed-Victims Are Hurried Nor Medical Attention.

FTH YEAR.

Thirteen persons were injured, two riously, in a rear-end collision on the Mi land division of the Transit line, nine miles west of St. Louis, near the Ashby road, at

6 o'clock yesterday afternoon. More than 150 passengers were on the two cars bound for Creve Coeur Lake to see the Hospital; condition serious.

dent. The limb of a tree overhanging the street car tracks caught the cap of a conductor and jerked it off. He stopped the hours, No. 4123 Elaine avercar after it had gone more than 300 yards and was backing up to get the cap when a pital. car following suddenly turned a curve and

crashed into it.

The cars were Nos. 2003 and 2011. The latter was in charge of Conductor Ellis and Motorman Roberts. It was Ellis who lost his cap. Car No. 2011 was in charge of home.

Street, contusion No. 2549A Hebert home.

J. A. Henkel, Ns. both legs; sent

Both the front and back platforms were crowded with passengers when the cars crashed. The platforms were both wrecked, crushing the passengers.

Adams was on the running board when Michael McGann, No. 5123

the collision occurred. He was buried ter avenue, bruises about head and the collision occurred. He was hurled headlong into the mud, but soon recovered and assisted in caring for the injured. The passengers who escaped with severe shakings and bad frights helped to care for the injured until a relief car, sent out from the De Baliviere sheds, reached the place. The victims were placed aboard it and brought to St. Louis. Some were taken to the office of Dector A. V. L. Brokaw, at Taylor and Washington avenues, and others to St. and Washington avenues, and others to St.

6. H. Kemper, No. 2817 Dayton They
John's Hospital.

Doctor Brokaw, assisted by Roctors J. 8. Hixon, R. O. Raymond, Brown and Meyerdieck, was kept busy for several hours dressing the wounds of the injured.

Kemper, one of the victims, was thrown headlong from the car. He had his 3-yearold son, Selwyn, in his arms and held him gest crowd ever seen at the lake ; old son, Selwyn, in als arms and arms and when the pulled in, and there up to escape injury. The youngster was not when the pulled in, and there hurt. Mrs. Kemper, who was with them, siderable delay in restoring the left in the pulled in th

Of the victims, Mr. and Mrs. Hartwig cident.

FLOOD CREST, 37.5 FEET, SHOULD ARRIVE TO-NIGHT Washington, June 7.-The United States Weather Bureau at 9 o'clock this

evening issued the following special flood bulletin:

At St. Louis the river to-night stod at Hannibal at 22.2 feet, and is falling of 1.4 foot. It will rise but little more, probably to about 871-2 feet, and should come to a stand Monday night.

The Missouri River has been at a stand at Hermann, Mo., since Saturday morning at 29.1 feet, and continues to fall to the westward. It will be falling generally to the eastward by Monday night. The upper Mississippl is at a stand at Hannibal at 22.2 feet, and is falling

to the northward. Below St. Louis the rise will continue until the stages previously fore-

casted are reached.

cars bound for Creve Coeur Lake to see the flood. The majority were women, and they screamed in terror when they were thrown from their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident. The limb of a tree everhenging the floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. The collision was caused by a triffing incident floor their seats by the impact. DROWNED AT MADISON, ILL: **HUNDRED FIFTY IN DANGER**

At 1 o'clock this morning Russell E. Gardner, aboard his yacht Anniet Russell, received a telephone message from Scott Blewett, secretary of the American Car and Foundry Company, saying that fifteen of the company's men were drowned at the Madison works and the 150 others were in imminent danger.

Mr. Blewett asked the aid of the Russell in going to the rescue. Mr. Gardner said that he was afraid that his yacht was not strong enough to attempt the trip at this stage of the river. Meantime, be encouraged Mr. Blewett to the extent of asking him to come to the wharf, where every effort would be made to find a

At the residence of Mr. F. F. Bixby, the district manager of the American Car and Foundry Company, it was learned that Mr. Bixby had received a message calling him to the works. He left home about midnight.

Mr. Bixby at 2 o'clock said that he had a message saying that fifteen bodies, nost of them women and children, had been taken out of the Madison works. One hundred and fifty refugees are gathered in the office on the second floor of the works.

The Annie E. Russell, accompanied by a tug. left for Madison at 2:45 this

PRESENT STAGE OF RIVER EXCEEDS 1858 HIGH WATER.

equal to that of 1858, when the river flood- | eagerly sought. equal to that of 1858, when the river hooded the Levet and extended into the first floors of the 1 sees fronting the wharves.

At 2 o'clock 3 berday afternoon the gauge showed a heigh 25.8, and it was still rising slowly.

A brick, paints tack, in the northeast corner of the Brit cach building at Valentine street and o Levee marks the highest point reach state the river in 1858.

entine street and Levee marks the highest point ready the river in 1858. At 3 o'clock this and been partially submerged by the submerged by th

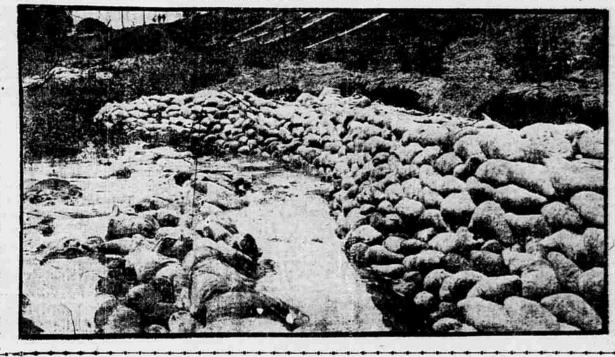
The Missi sippi reached a stage yesterday bridge, and other points of vantage were

win H. Spencer and two boats owned by the Wiggins Ferry, carried excursionists during

From two to five feet of water is regis tered in the buildings on the Levee, and the occupants have taken refuge in the upper

Some of the Levee saloon men met the rellings were not a foot from the heads of the customers, but plenty of beer was sold

and the drinkers seemed to enjoy the novelample preparations to load freight,



this weak place in an embankment on Cahokia Creek, East St

JOSEPH D. LUCAS DEAD AT GOODWOOD.

resident of Kinloch Jockey Club and Breeder of Running Horses.

teur and Professional

Joseph D. Lucas, president of the Kinloch turfmen in the West, died yesterday at his handsome country home in Goodwood, St.

Mr. Lucas was 49 years old. He was born in St. Louis and had spent practically all of his life in this city. His father, James ago, was, at the time of his death, the richest man west of the Alleghany Mountains. Joseph D. Lucas, then a young man, was left a fine inheritance, and, being a lover of amateur sport, he devoted his life to it As a rifle and wing shot, and as a reinsman, he had few equals in this country and for years he was a conspicuous figure at the principal amateur sporting events of the United States. The nature of the sport mattered little, for Mr. Lucas, as his friends say, was good at everything. For many years he had lived at his home in Goodwood. There he had 500 acres of site was an ideal one for a country home. and on it Mr. Lucas had every convenience.

and rifle and as a pistol shot he had few equals in the Western country, and at State and national 'tournaments he was usually awarded the bulk of the good prizes

When horse shows became the fad, Mr. Lucas took a position in the front rank

of the first events of this kind which were promoted in St. Louis. He was one of the best whips in the city. and he drew many prizes in the four-inhand and tandem classes. Recently, however, Mr. Lucas had not taken an active part in the horse shows, his bent being nore toward the professional class of sport. Many good horses were bred by Mr. Lucas. He was the owner of Buckmaster and A. has produced some good horses, notably Gath, Damocles, Pickles, Kilo, Doctor Scharff and Budweiser. Found, the winner of the Club Members' Handicap at the Fair Grounds last Saturday, was bred by him at Goodwood. She is by Buckmaster.

SUFFERED FROM ACCIDENT. Mr. Lucas had a national reputation as one of the best amateur judges of horses. Mr. Lucas came of distinguished ancestry. His grandfather, J. B. C. Lucas, was Judge of the United States Court in St. Louis be fore St. Louis was admitted to the Union. He was also related to the Hunts, the Turners

fore St.Louis war admitted to the Union. He was also related to the Hunts, the Turners and the Pattersons, well-known families in early St. Louis history. The country home of Judge Lucas was on what is now the site of the Exposition building, at Fourteenth and Olive streets.

Mr. Lucas is survived by his wife, who was Miss Fannie McLaren, a daughter of the late Colonel Robert McLaren. Five brothers and a sister survive him. They hare: William Lucas of Minneapolis, Minn.; James D. Lucas of Carlyle, Ill.; J. B. C. Lucas of St. Louis, Robert J. Lucas of St. Louis, Henry V. Lucas of St. Louis, and Mrs. J. B. Johnson of St. Louis.

The death of Mr. Lucas is indirectly the result of an accident that occurred February 12 last. In alighting from a buggy Mr. Lucas bruised his leg. The injuri developed blood poisoning and his condition became serious. After several weeks, however, there were signs of improvement and a week ago it was thought that Mr. Lucas had almost entirely recovered.

He came to St. Louis from his country home one day last week and seemed well. Last Wednesday, however, he was attacked by erysipelas, followed by palpitation of the heart, which, together with the shattered condition of his system, made his recovery impossible.

The funeral arrangements have not been made, but the body will be buried in Calvary Cemetery.

The come to the surface.

Reports of drowning are most numerous at Madison, where the works of the Amadison, wher

VENICE ENTIRELY SUBMERGED; TEN FATALITIES REPORTED.

Several Persons Are Said to Have Been Seen to Sink Beneath the Waves, but Reports May Be E xaggerated-Residents of Madison in Wild Flight to High Ground-Still Battling to Save Remaining Levees-Granite City Will Be an Island b y Morning.

WAS INJURED IN FEBRUARY. VIADUCT LEADING TO THE MERCHANTS' BRIDGE GIVES WAY.

Born in St. Louis, Mr. Lucas Had City, and fifteen thousand acres of rich American Bottom farming land are in the All Venice, Madison, parts of Gr.

The rising Mississippi overtopped Main street in Venice and tore through the Chicago and Alton roadbed just south of the Merchants' bridge at 8 o'clock yesterday morning. With these two modes of access the flood's progress found few impediments, To the south it charged upon East St. Louis, to the north it pressed forward upon Madison, West Granite and the farming ter-

The damage already done is enormous and hourly it reaches farther inland, more and more crippling railroad traffic and inguifing still other homes, farms and factories. The east approach to the Merchants bridge is one of the first points assailed. This is seriously damaged.

A large section of the 40-foot embankment has been eaten away where the East St. Louis car line passes under the bridge The water passing through this opening gradually caved in portions of the embankmen; upon both sides of the trestle over the car line and the street.

Main street, as it approaches the Mer hants' bridge, is about fifty feet wide. The water passing through the break in the Chicago and Alton roadbed banked up sgainst the bridge approach. Having only space of fifty feet through which to pass, it shoots into the lowlands on the north like

a cataract. This condition has caused one of the pe-

culiar situations of the flood. The current outside such of the levees and tracks as remained standing raced south. The current inside the dikes north of the break raced north. Standing upon he Merchants' bridge approach houses and drift may be seen driven in opposite directions at great speed by the resistless force of the flood.

As a result, all houses washed away in Venice and Madison instead of drifting downstream are now north of their original location. Reports of loss of life place the number

at about ten or twelve. Several men who were standing on the bridge approach tell of seeing a man go down there. He was on the roof of a house which had

een loosed from its foundation in Venice, and with a long pole was trying to steel frow him toward the cut in the approach to the Merchants' bridge, through which the water ran as a mill race. The side of the house struck the stone

facing of the approach and turned completely over. The man on the roof disappaered beneath the flood and was not seen to come to the surface.

Reports of drowning are most numerou

vancing deluge, but decided they had time to save their tools and clothing. They went back and were not seen afterward.

Another report is that F. A. Keshner of Granite City, while watching the flood at Madison, saw a house with two men on the roof floating down the river. When opposite Madison the house toppled over and the men falled to come to the surface. RAILROADS AND FACTORIES SUFFER GREAT LOSSES.

The railroads are the worst sufferers with-in the confines of the flood. The Chicago and Alton embankments, being the highest, afforded protection to the others as long as they stood. These having given away, it is a matter of time until the others succrmb to the resistless force that tore through Chicago and Alton's roadbed.

Train service in all directions has been rregular and uncertain. Thus far all sertracks into St. Louis. By this morning the Chicago and Alton, the Wabash, the Chicago, Pecria and St. Louis and the Eig Four lines will probably have to make their terninal at Granite City. As the flood approached Madison the first

Continued on Page Four

LEADING TOPICS

TO-DAY'S REPUBLIC

THE SUN RISES THIS MORNING AT

35 AND SETS THIS EVENING AT 7:22. WEATHER INDICATIONS.

For Arkansas - Probably She

Monday and Tuesday. For Eastern Texas-Showers Wo nd Tuesday. For Western Texas-Showers in the

Panhandle. Tuesday fair.

1. Thirteen of Trolley Party Injured Near Venice Entirely Submerged.

2. Loss by Flood in Kansas \$16,000,000.

3. Alton Cut Off From St. Louis by Disab-

ling of Railroads. 4. General Flood News.

5. Cardinals Won First; Lost Second Game. Paris Society Saw Great Stake Run. Ruce Entries.

Youngest in Her Class at Eugene Field

Chamberlain's Threat Forces Issue of Rullway News From All Points, Veins of Tin Deposits Are Discovered in

8. Republic "Want" Advertisements.

Republic "Went" Advertisements. Lead and Zinc Report.

the swift current, succeeded in rescuing them.

Mrs. A word wife of a Madian Reperting them.

Mrs. A word wife of a Madian Reperting them.

Keeper II. Mo., June 7.—About 11 o'clock which, t fire destroyed Houx Bros.' large prey to here. The loss was about \$15,000;

There \$3,000.

orting coal to he pur

ment relative the the flood situation at Bissel's Point:

WATER SUPPLY FOR ST. LOUIS

Benjamin C. Adkins, City Water Commissioner, mkes the follo-

rould be able to supply the city's water from Baden, inple pone.

"The pumping station is not in immediate danger, and it wouldficials of

plant.

"The Chain of Rocks can stand a further raise of fiv feet, and so providing generally is satisfactory. A rapid rise was noticeable between 7 engines this (Sunday) morning, but after 10 o'clock there was no erceptible View to book

s (Sunday) morning, but after 10 o'clock there was no procedure. Plant after 10 o'clock there was no procedure pla

additional raise of three feet before we would be compelled to sh which is

iver the hes.50 "I intend to have introduced in the Council Tuesday niat a fast a thorizing the extension of the city's private railroad on Fourh hing we read now terminates at a mboild street, and the new ordinary mean an extension to current manifestation.

"The present situated down that the city ought to have termore, woosing the country country could be my the country countr tion, other than dray wagons.

would be able to supply the city's water from Banen, inple pone.

"The coal supply at the pumping station is sufficient or selecthess should the flood extend over a period of two weeks we will haviociation as over the the state of the stat

ree-80 d, will •

that they state-

BOAT TRAFIC NOT STORE U. or BECAUSE HE THE FLOOR US.

The steamblint companies of burds gaged yester print in building train forms, conner ag their what white will mainland, so total the loading day will not be delayed.

It is estimat that 250,000 person visits represented that 250,000 person visits with the river yester. that 250,000 person view y from the St. L us sio The steamer City of Providence, the Cor

mergency in a peculiar manner. Although heir places were flooded, they built temporary floors above the water, and then moved the bar and fixture to a corresponding heighth. Patrons of the saloons were forced to enter from rear doors and once neide, they had to crawl to the front. The

Steamboat traffic will not be stopped by the flood, the river companies having made teamers, north and south bound, will leave schedule time to-day,